(v) A railway line should be opened for facilitating the transport of commodities to and from the eastern portions of the State.

(vi) A special officer should be appointed to look after the interests of the mercantile community and to make enquiries about the prospects and development of trade.

DEWAN'S REPLY: നിങ്ങൾ സമർപ്പിച്ച നിവേദനത്തിലെ ടങ്ങിയിട്ടുള്ള സംഗതികൾ ഗവണ്മെൻറിൽ നിന്നും ആലോചിക്കാം.

[The matters dealt with in your representation will receive the consideration of Government].

53. Public Works Department.

MR. K. I. IDICULLA (*Nominated*) speaking in Malayalam said that the basis of the Road Boards, which were created to render assistance to the Public Works department, should be broadened by the formation of Village Road Boards in every *pakuthi*. With the Village Boards as units, Taluk Boards should be constituted by the representatives of the Village Boards, the District Boards by those of the Taluk Boards and the Central Board by those of the District Boards.

As the hilly parts of the country and the uplands were mostly brought under cultivation and agricultural operations were going on steadily, the loose surface soil and silt washed down by the Pampa and Manimala rivers were steadily filling up the lower portions of the river-beds. That was one of the important causes of the disastrous floods of recent years. The Cochin Harbour works also obstructed the free flow of river water. Accumulation of water in the river basins and back-waters during the rainy season should be avoided by opening a bar at some place near the confluence of the Pampa and Manimala rivers, which would facilitate the discharge of flood water to the sea. Engineers like Rao Bahadur John Kurien were of opinion that in the olden days there was such a bar at Prakkad.

In view of the heavy motor traffic, it was necessary to conduct immediately a comprehensive investigation in order to draw up an estimate for rounding off the sharp curves and dangerous turns in the main roads of the State. The work should be taken up without any loss of time.

Government were sustaining heavy losses by the negligence of the P. W. D. officers. There was as yet no instance of officers having been awarded exemplary punishments for such negligence. It was therefore necessary to formulate a rule under which P. W. D. officers who were in charge of particular works might be made liable for the loss sustained by Government by the careless execution of such works.

DEWAN'S REPLY: നിങ്ങൾ ആദ്യമായി പറഞ്ഞത് ഓരോ പ്രകൃതികളിലും ഓരോ താലൂക്കുകളിലും പ്രത്യേകം പ്രത്യേകം റോഡുബോർഡു വേണമെന്നാണ്. ഇപ്പോൾ ഒരു സെൻട്രൽബോർഡും ആറു ഡിസ്ട്രിക്ട്ബോർഡുകളും ഉണ്ട്. ഈ ബോർഡുകൾതന്നെ ഏർപ്പെടുത്തി

യിട്ട് അധികം കാലംആയിട്ടില്ല. ഈ ബോർഡുകൾ ജോലി എങ്ങിനെ നിർവ്വഹിക്കുന്നു എന്ന് അറിഞ്ഞശേഷം അതിനെപ്പറ്റി ആലോചിക്കാം. ക്രൂടാതെ വില്ലേജ് പഞ്ചായത്തു താമസിയാതെ ഏർപ്പെടുത്തുന്ന കാലത്തു നിങ്ങൾ പറഞ്ഞതായ വില്ലേജ് ബോർഡിന്റെ സ്ഥാനം അതു വഹിക്കുന്നതാണ്.

റോഡുകളിൽ വളവുകളും തിരിവുകളും ഒട്ടവളരെ ഉണ്ടെന്നും, അതിനാൽ മോട്ടോർഅപകടം ഉണ്ടാകാൻ എളുപ്പമുണ്ടെന്നും പറഞ്ഞു. അടുത്തകാലത്തുതന്നെ വളരെ മോശമായ രീതിയിൽ ഉണ്ടായിരുന്ന വളവുകളും തിരിവുകളും അനേകം സ്ഥലത്തു നേരെ ആക്കീട്ടുണ്ട്. അതുപോലെതന്നെ റോഡിനു വീതിക്കൂട്ടിയും വരുന്നുണ്ട്. ഇതൊക്കെ നിങ്ങൾ കണ്ടിരിക്കും. ഇങ്ങനെ ആണ്ടുതോറും കുറേശെ കുറേശെ ചെയ്യുകാലക്രമംകൊണ്ടു ശരിപ്പെടുത്തുകഎന്നല്ലാതെ എല്ലാത്തിനുംകൂടി ഒരു എസ്റ്റിമേറു തയ്യാറാക്കി പ്രത്യേകമായി നടത്തണമെന്നുപറയുന്നതു് സാധ്യമാണെന്നു തോന്നുന്നില്ല. കാലക്രമംകൊണ്ടു രാജ്യത്തു റോഡുകൾ മോട്ടോർ വാഹനങ്ങൾക്കു സേഫായപോലെയുള്ള വേഗത്തിൽ സഞ്ചരിക്കാൻ സൌകര്യമുള്ളതായിട്ടു തീരും.

നിങ്ങൾ ഒടുവിൽ പറഞ്ഞതു് എൻജിനീയർഡിപ്പാർട്ടുമെൻറിൽ നിന്നും ചെയ്യുന്ന വേലകളിൽ ചിലതു ബലക്ഷയം കൊണ്ടോ മറേറതെങ്കിലും കാരണവശാലോ ചീത്തയായി പോകുന്നു എന്നും അതിലേക്കു ആരും ഉത്തരവാദികളാകുന്നില്ലെന്നും ആണു്. എന്നാൽ അതുടെയെങ്കിലും ഉപേക്ഷകൊണ്ടോ തെറുകൊണ്ടോ ഈമാതിരിയുള്ള നഷ്ടം ഉണ്ടാകുന്നു എങ്കിൽ ആ നഷ്ടം ആ ഉദ്യോഗസ്ഥനിൽനിന്നും ഈടാക്കാൻ ഇപ്പോൾതന്നെ വകുപ്പുണ്ടു്. ആണ്ടുതോറും അനേകായിരം രൂപായുടെ ജോലികൾ ഡിപ്പാർട്ടുമെൻറിൽനിന്നും നടത്തുന്നുണ്ടു്. എന്നാൽ ഏവിടെയെങ്കിലുംചീത്തയായിപ്പോകുന്ന ഒരു ജോലിയാണു ജനങ്ങളുടെ ദൃഷ്ടിയിൽ പെടാറുള്ളതു്. മറു ഡിപ്പാർട്ടുമെൻറിലെ ഉദ്യോഗസ്ഥന്മാരേയും നാൺഅഫിഷ്യൽസിനേയും ഒരുപോലെ സംബന്ധിക്കുന്ന ഒരുചട്ടം ഉണ്ടാക്കുക എന്നല്ലാതെ പി. ഡബ്ളിയു. ഡി. ജോലികളിൽ ഉണ്ടാകുന്ന തെറുകൾക്കു നഷ്ടം ആ ഉദ്യോഗസ്ഥന്മാരിൽനിന്നു ഈടാക്കണമെന്നു മാത്രംപറയുന്നതു് അതു ശരിയാണെന്നു തോന്നുന്നില്ല. ഏതെങ്കിലും ഒരു ജോലി ആ ജോലി നടത്തിക്കുന്ന ഉദ്യോഗസ്ഥന്റെ വീഴ്ചകൊണ്ടു നഷ്ടപ്പെട്ടാൽ ആ നഷ്ടം ആ ഉദ്യോഗസ്ഥനിൽനിന്നു് ഈടാക്കാം.

നിങ്ങൾ പറഞ്ഞ ശേഷം കായ്ങ്ങളെല്ലാം ഗവൺമെൻറിൽനിന്നും ആലോചിക്കാം.

[In regard to the proposal that Road Boards should be formed for each *pakuthi* and taluk, the creation of Village Panchayats would serve the purpose contemplated in regard to villages. The Central Board and the District Boards have not been functioning for long and any reforms can be made only after watching their work for some time. The bends and curves in many places have recently been improved to prevent motor accidents. It is not practicable to prepare a comprehensive estimate for the improvements required on all the roads and carry out the works simultaneously. Even now there is a rule making the officers of the P. W. Department responsible for loss or damage consequent on careless work. The public come to know more of the very few cases in which loss or damage occurs. It is not possible to have a special rule for the P. W. Officers and to discriminate against them. They are liable just like officers of other departments and non-officials who are charged with such public works. The other points will be considered.]

54. Tolls.

MR. ERAVI MADHAVAN UNNITHAN (*Kunnattur taluk*) said that, even though a resolution recommending the abolition of tolls in the State was passed in the Legislative Council, the Government were continuing to collect the inconvenient and unpopular tax. It was a matter which affected nearly every man, woman and child in the country.

Speaking particularly about the toll-gate at Adoor in the Kunnathur taluk, the member said that the inconveniences which the owners and drivers of conveyances, the passengers, and the people living close to the toll-gate were subjected to during all hours of the day and sometimes at night were many and more unbearable than those experienced in the more favoured taluks of Kottarakara, Chenganur and Mavelikara. Much trouble was experienced even by children going to schools in conveyances.

The member enumerated several instances of delays and hardships caused by the toll-gate to passengers, Government officers and others. The inclusion of bicycles in the Vehicles Regulation and the levy of tolls on them amounted to an awful nuisance. The closing of roads by bamboo poles as a signal to motorists to stop and pay toll was another nuisance. The Government had spent very little of their revenues on public works in the Kunnattur taluk. Even the building in which the Adoor English High School was located was constructed by the inhabitants of the taluk. If the abolition of tolls throughout the State could not be immediately decided on, the toll-gate at Adoor should be abolished without loss of time.

If Government were of opinion that they could not afford to sacrifice the revenue from conveyances, the practice of registering conveyances might be followed.

DEWAN'S REPLY: You have very vividly described some of the hardships people have to undergo in crossing toll-gates. There might be some truth in what you said, but some of the descriptions were perhaps a bit exaggerated.

MEMBER : These are all facts.

DEWAN : One understands that there is some hardship; and Government—as I told another member some time ago—have under consideration the question whether tolls may be abolished and replaced by a tax on vehicles.

55. Public works in the Ambalapuzha taluk.

MR. KRISHNA PANIKKAR SANKARA PANIKKAR (*Ambalapuzha taluk, Group I*) speaking in Malayalam, said that the policy followed by Government in regard to public works was not satisfactory. Funds were not provided in the budget of the Public Works Department with an eye to the most urgent needs of the country. Necessary steps should be taken for the prompt execution of public works in the Ambalapuzha taluk. Kuttanad was seldom visited by Government officers for want of proper means of communication there.

For over 35 years, the need for the opening of the Thiruvalla-Ambalapuzha road had been urged before the authorities. Some lands lying between Thakazhi and Edathua were acquired for the construction of a portion of that road, but the lands were subsequently sold in auction. There was already a road between Ambalpuzha and Thakazhi and a road was sanctioned to be opened from Thiruvalla to Edathua. If the two roads could be joined, the people inhabiting a very large area would be immensely benefited.

The Alleppey-Changanacherry canal should be completed immediately. A road should also be opened between the two places alongside the canal. The canal and the road would join the most important port with the most important market in the State.

The following canals should be deepened and improved for agricultural purposes :—

(i) the Vatayil *todu* lying to the South of the Anaprambal temple at Thalavady ;

(ii) the canal running between Aree *todu* in Edathua and the Veeyapuram river, along the eastern bank of the *chira* belonging to Mr. E. J. John ;

(iii) the canal running between the northern and southern sides of the Thakazhi temple and Ambalapuzha ; and

(iv) the canal running northwards from below Pallipalam in Edathua.

The inhabitants of Kuttanad had never seen the improved methods of agriculture which were advertised by the Department of Agriculture. The officers of that department were not in evidence in places such as Ambalapuzha and Kuttanad, which were the most important centres of agriculture in the State. The headquarters of the department were located far away from Kuttanad and the circuiting officers went only as far as Alleppey. Manure was seldom issued to the ryots of Kuttanad and the hardships endured by them by the periodical outbreak of paddy-pests, inadequate supply of water, etc. were well-known. Speedy measures should be adopted for affording them relief.